His next request was for the opening of a dispensary at Manimala. Manimala *pakuthi* had an extent of about 13½ square miles and was thickly populated, and it was deplorable that the inhabitants there had to go to Mallapalli, Kanjirapalli or Changanachery for medical aid. There was no proper road from Manimala and a journey by the river was not easy on account of scarcity of water during summer and floods during winter. Kanjirapalli was 12 to 15 miles away from Manimala. Further, as the road was in a bad state and as there were no bridges at two or three places, patients could not with safety be taken to Kanjirapalli. Changanachery was 20 to 25 miles away from Manimala. A dispensary should be opened at Manimala without delay.

In conclusion, the member pointed out that the system of levying tolls on vehicles worked great hardship on the people. The system of farming the collection of tolls was not at all desirable. It would be advantageous if the system was stopped and a license fee be substituted as in the case of *valloms* and boats.

DEWAN'S REPLY. Mr. Nainan Souriar, as regards the Karukachal-Putupalli road, the matter is already in hand. Money has been provided for it and the Public Works Department will carry out the improvements quickly, sending in new estimates where these are necessary.

The Government will be quite willing to render the Vakattanam-Tottakad road fit for cart traffic, if the people of the place will give land free and help in making the road serviceable for the purpose you ask.

As regards miles 9 to 16 of the Changanachery-Vazhur road, as a matter of fact, the road is all right and it is used for motor traffic and service cars are running daily. I have myself travelled along it frequently.

Regarding the question of metalling the road from the Kanjirapalli hospital to Mannarakayam on the road to Kunnumbhagam, the Chief Engineer is having an estimate prepared and the construction of some culverts also is necessary. The whole thing will cost about Rs. 4,000. He will endeavour to include the work in the next year's programme.

The other points you have raised in connection with public works will be referred to the Chief Engineer for examination.

In regard to the dispensary at Manimala, one has already been sanctioned at Piravam. There is also a proposal to open one at Manimala which is now being examined by the Administrative Board, Medical Services.

In the matter of tolls, I suggest your reading the reply I gave on the same question at the beginning of this session.

The Assembly adjourned at 1-20 P. M. and reassembled at 2 P. M.

121. Needs of the Changanachery taluk.

MR. JOSEPH OOMMEN (*Member, Changanachery taluk, Group II*) represented that the commutation rate of 6 fanams per *para* of paddy fixed for the payment of rent on *Kandukrishi* lands was very high. Even in Dhanu 1102, when the price of paddy was highest, the auction sale of paddy from *nelpuras* fetched only a price varying from 23 chs. 2 cash to 23 chs. 10 cash a *para*. The price would be very much lower during the harvest season *i. e.*, in the month of Medam. The commutation rate should therefore be reduced, in spite of the fact that many tenants had agreed to the rate already fixed. As regards the objection that might be raised against such reduction *viz.*, that the paddy required for consumption in the Palace and for payment of *jenmibhogam* and other dues would have to be purchased at high prices, the member said that the loss on that account would be more than compensated by the savings under *Kandukrishi* establishment charges, rent for granaries, etc.

The rent on *Kandukrishi* lands, already commuted into money payments, should be recovered in instalments. As already stated, the price of paddy would be low in the month of Medam when the *punja* crops were harvested. Medam was also the *kist* month for payment of *Kandukrishi* rent. In view to avoid loss to tenants who would be obliged to sell paddy at rock bottom prices to pay tax, the

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Kandukrishi rent should be recovered in four instalments in the months of Karkatakam, Kanni, Dhanu and Kumbham. The Government would not lose anything by such change.

Kandukrishi tenants paying an annual rent of Rs. 5 calculated at the rate of 20 chs. per *para* of paddy were given the franchise for the Legislative Council. But the fanchise for the Assembly was not given to those who were paying a rent of Rs. 50 and above as in the case of other tax-payers. The Assembly Rules should be suitably amended.

Passing on to communications in the taluk, the member said that a road from Mepral to Muttar was an imperative necessity, as it would connect the Main Central, the Tiruvalla-Kozhenchery and other roads with the Kuttanadan tract. There was no English School either in Kuttanad or at Muttar and many found it difficult to send their children to Tiruvalla and stay there. Those who could not afford refrained from going in for English education. The construction of the proposed road would therefore be a great blessing. The acquisition of lands required for the road would not be very expensive, since the road would pass only through gardens and high lands.

The Putupalli-Karukachal road was first opened in 1060 M. E. but it remained in the same condition as it was 42 years ago. It was the only road leading to Kottayam from Ranni, Manimala, Anikad, Mallapalli, Champakara, Kutrapalli, Tottakad, Ancheri and other places. The need for improving it had been urged upon the Government on several occasions. There were only two bridges to be constructed *viz.*, those across the Tottakad Chempittanattu *todu* and the Champakara Edattara *todu*. The total length of the road was only 7 miles, of which 3 miles were already fit for cart traffic. The remaining portion should also be improved and made fit for such traffic.

As a result of numerous representations made at the Assembly and through memorials, the Government were convinced of the necessity for constucting the Changanachery-Alleppey canal, but no steps had been taken to start the work. Being an important canal connecting the chief commercial town of the State with an important trading centre in North Travancore, it would open up communications with the Kuttanadan tract, the chief agricultural centre in the State. The work should therefore be completed with all expedition.

DEWAN'S REPLY: Mr. Joseph Oomman, in regard to the first road you refer to, I would suggest your referring to the reply I gave to Mr. Nainan Souriar in the matter. The other two roads are under investigation.

As regards the Alleppey-Changanachery canal, the matter is in the hands of the Land Revenue Commissioner, who is endeavouring to ascertain whether the people will give the necessary land free of cost to Government.

Then in regard to the change you advocate on the rent on *Kandukrishi* lands, I would advise you, "Do not look a gift horse in the mouth".

122. Needs of the Minachil taluk.

MR. KURIAKOSE CHACKO (*Member, Minachil taluk, Group I*) first thanked the Government for opening a dispensary in his taluk as prayed for in his representation made last year, and then made the following proposals in respect of commuications in the taluk:—

(1) Allotment of more funds for improving the existing roads, bridges and culverts and for taking over and maintaining the ryots' roads.

(2) The Ettumanur-Mundakayam railway should be so aligned as to pass through Erattupetta.

(3) The Punjar-Mundakayam, the Punjar-Peermade, the Kidangur-Kadapalamattam, the Kidangur-Kudallur and the Muttoli-Minachil royts' roads should be taken over under Government control and maintained departmentally.

(4) Opening the Ramapuram-Palakuzha, Ramapuram-Marika and Ramapuram-Uzhavur roads. The first and the third have been aligned. Each of them had only a length of 3½ miles.

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